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Part IV

Department of Transportation

Federal Highway Administration

National Standards for Traffic Control Devices: Manual on Uniform Traffic Control Devices

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Parts 625 and 655

[FHWA Docket No. 80-10]

National Standards for Traffic Control Devices: Manual on Uniform Traffic Control Devices

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Advance notice of proposed amendments to the Manual on Uniform Traffic Control Devices.

SUMMARY: The FHWA is inviting comments on requests that it has received for changes to the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD contains the standards for traffic control devices which have been approved by the FHWA for use on all streets and highways open to public travel.

DATES: Comments must be received on or before February 1, 1981.

ADDRESS: Submit written comments, preferably in triplicate, to FHWA Docket No. 80-10, Federal Highway Administration, Room 4205, HCC-10, 400 Seventh Street SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 7:45 a.m. and 4:15 p.m. ET, Monday through Friday. Those desiring notification of receipt of comments must include a self-addressed, stampted postcard. The MUTCD is available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D. It may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 ($18.00).

FOR FUTHER INFORMATION CONTACT: Mr. James C. Partlow, Office of Traffic Operations, (202) 426-0411, or Mr. Lee J. Burstyn, Office of the Chief Counsel, (202) 426-075, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., ET. Monday through Friday.

SUPPLEMENTARY INFORMATION: The FHWA prepares and issues the national standards for traffice control devices used on all streets and highways open to public travel. These standards are published in the MUTCD which has been incorporated by reference into Title 23, Code of Federal Regulations (CFR), Parts 625 and 655. The FHWA both receives requests and initiates recommendations for changes (i.e., amendments) to the MUTCD.

This advance notice contains requests for changes to the MUTCD which were received or originated by the FHWA. Some of these requests were referred to a technical subcommittee of the National Advisory Committee on Uniform Traffic Control Devices (NACUTCD). Suggestions and advice by the respective technical subcommittees is included where available. The FHWA terminated its sponsorship of the NACUTCD on June 12, 1979, and will now process all revisions to the MUTCD in accordance with the informal rulemaking of the Administrative Procedure Act (5 U.S.C. 553) and the Department of Transportation procedures issued pursuant to Executive Order 12044.

Each request has been assigned an identification number which indicates, by Roman numeral, the organizational part of the MUTCD affected and, by Arabic numeral, the order in which the request was received.

This advance notice is being issued to provide the public with an opportunity to participate in the processing of requests for amendments to the MUTCD. Based upon comments received and its own review, the FHWA will prepare a notice of proposed amendments providing recommendations for the disposition of the suggested amendments to the MUTCD. Any final amendments which result from that action will be published in the **Federal Register** and incorporated by reference in the CFR.

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1. SIGNS (PART II)

(a) Request II-7 (Chng.) Signing Public Median Crossovers

Many divided highways have crossovers (openings) in the median for public use. These crossovers enable motorists to reverse their direction of travel via a U-turn without traveling an undue distance to the next interchange or intersection. The MUTCD does not provide guidance on standard signs for public crossovers.

The FHWA originated this request and suggested that highway safety could be improved by providing advance signing for those public median crossovers that are inconspicuous to the motorist. The FHWA is considering development of guidelines for uniform signing and, if necessary, a new standard sign for this purpose.

(b) Request II-10 (Chng.) Signing at Signalized Intersections

The MUTCD contains specific guidance and general recommendations regarding the location for ONE WAY signs and Turn Prohibition signs at intersections. The city of Tampa, Florida, indicated that the guidance provided for the use of ONE WAY signs is not clear and requested an interpretation concerning the correct placement of an overhead ONE WAY SIGN. The Bureau of Traffic Engineering, Monroe County, New York, requested that the MUTCD be changed to recommend rather than require that No Right Turn signs be placed at the near right-hand corner of the intersection and to allow Turn Prohibition signs to be placed near the appropriate signal face where traffic signals are suspended overhead.

A private individual requested the same clarification for the use and pacement of Turn Prohibition signs at signalized intersections and also requested that the MUTCD be changed

to indicate the difference in the use and placement of the Turn Prohibition signs at signalized and nonsignalized intersections. A change was also requested to provide that on one-way streets and roads, including those that are part of divided highways, NO LEFT TURN signs should be placed on the near and far corners to the motorist's immediate left.

Since these requests are interrelated and primarily concern changes in the MUTCD, they have been combined into one request.

(c) Request II–31 (Chng.) Mandatory Use of LEFT TURN PROTECTED ON ARROW ONLY Sign

The city of Baton Rouge, Louisiana, has requested a revision of the MUTCD that would require the installation of signs with the legend LEFT TURN PROTECTED ON ARROW ONLY at those intersections that have both protected and permitted left turns.

The use of a circular green signal indication requires that vehicles yield the right-of-way to others lawfully within the intersection at the time such signal indication is displayed. The use of a steady green arrow indication is permitted only to allow vehicular movements which are completely protected from conflict with other vehicles.

Left turn movements at intersections are sometimes controlled by both a green arrow and a circular green indication. This commonly occurs when a portion of the left turn movement is protected with the green arrow and the remaining portion of the movement is permitted by a circular green indication.

A motorist might misinterpret a circular green indication controlling an exclusive left turn lane as a protected turn, especially if there is a Left Turn Signal sign in place. That is, one might believe that the movement is protected when only a permitted turn is being indicated.

(d) Request II–44 (Chng.) Addition of Language for Handicapped Parking Sign

This request was submitted by the Montgomery County, Maryland, Department of Transportation. The standard Handicapped Parking sign displays the legend RESERVED PARKING and the international symbol of access for handicapped persons. Some government jurisdictions, including Montgomery County, permit the use of parking spaces identified with this sign only by vehicles with special vehicle license tags which include the symbol of access for handicapped persons. The County contends that the standard sign presents an enforcement problem since it does not indicate that the special vehicle license tags are required for legal parking. The County requests consideration of the adoption of a supplementary plate with the legend BY TAG, PERMIT ONLY, or equivalent, for use with the standard sign, or the adoption of an alternate Handicapped Parking sign with the legend proposed for the supplementary plate.

(e) Request II–45 (Chng.) School Trip Safety

The FHWA contracted a research study entitled "School Trip Safety and Urban Play Areas" to develop guidelines for the protection of young pedestrians (5–14 years of age) walking to and from school, entering and leaving school buses, and at neighborhood play areas. Many of the recommendations made in the research study report [1] are already covered to some extent in the MUTCD. However, based on the research, the FHWA believes that additional emphasis is necessary for some items and had submitted four proposals to the NACUTCD for consideration as additions to the MUTCD. The NACUTCD and the Subcommittee on Signs recommended denial of these four proposals. Each proposal is discussed separately in the following paragraphs:

1. The first proposal was to add text to the MUTCD advising that students in kindergarten through third grade should be trained in the understanding and use of traffic control devices. The Subcommittee on Signs recommended denial of this part on the basis that the MUTCD is not the place to incorporate traffic safety messages.

2. The second proposal would have limited the suggested use of Speed Limit sign beacons to locations with limited roadway or roadside vision. The subcommittee did not wish to restrict the use of such an effective traffic control device.

3. The third proposal was to require marking the end of an authorized and posted school speed zone with either an END SCHOOL ZONE sign or a Speed Limit sign for the section of roadway which follows. The subcommittee recommended denial, based on Section 2B–13 which already requires a new Speed Limit sign to be posted.

4. The last proposal was to include in the MUTCD a recommendation that during darkness or twilight, safety guards should wear some reflective clothing and flags should be reflective or illuminated. The subcommittee recommended denial, stating that the MUTCD is not the place to provide information on wearing apparel for crossing guards.

After considering the recommendations of the NACUTCD and its subcommittee, the FHWA concurred with the recommendations for items 1 and 2 only, and has prepared the following proposed changes to the MUTCD concerning items 3 and 4 for comment:

3(a). Section 2B–13: Replace "speed limits" with "permanent speed limit" in paragraph 1, line 1, and paragraph 2, line 1.

3(b). Section 7B–12: Replace the last paragraph of the section with the following paragraph:

The end of an authorized and posted school speed zone shall be marked with an END SCHOOL ZONE sign or a standard Speed Limit sign showing the speed limit for the section of highway which follows.

4(a). Add to Section 7E–5, Uniform of Adult Guards, a new paragraph:

During periods of twilight or darkness, adult guards and student patrols should wear either reflective material or reflective clothing.

4(b). Add to Section 7E–11 after the last sentence:

Flagging devices used during periods of twilight or darkness shall be reflective or illuminated.

(f) Request II–46 (Chng.) Emergency Medical Services Symbol

The MUTCD provides for the legend HOSPITAL or the symbol H for use on general service signs to indicate the availability of medical services. The guidelines in the MUTCD for use of this legend or symbol state that to be eligible for signing a hospital should provide:

"a. Continuous emergency care capability, with a doctor on duty 24 hours a day, 7 days a week. A doctor on duty would include the following criteria and shold be signed in accordance with the priority as follows:

(1) Physican on duty within the emergency department.

(2) Registered nurse on duty within the emergency department, with a physician in the hospital on call.

(3) Registered nurse on duty within the emergency department, with a physician on call from his (sic) office or home."

Generally, in order to use the hospital services, those seeking medical assistance must go to the facility. Some medical facilities which do not meet the criteria for the use of the HOSPITAL service sign have the capability to offer emergency medical services. Examples of such facilities include emergency clinics and trauma centers.

[1] "School Trip Safety and Urban Play Areas," Volumes I through VII, Report No. FHWA–RD–75–104 through 110, November 1975. Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

Available data[2] indicate that a significant number of fatalities due to automobile accidents may have been prevented with prompt or proper emergency medical attention. Report findings[3] point out that a substantial number of deaths could have been prevented if standardized information and identification aids, indicating the location and methods for obtaining adequate medical care, were available.

The nationwide Emergency Medical Service (EMS) system was established to provide emergency medical aid to accident victims. The system is comprised of pre-hospital, hospital (or clinic) and recuperative elements that provide the capability to intervene in life-threatening medical emergencies. An essential part of the EMS system is the emergency response network provided by fire, police and other elements that assist in the delivery of medical and other aid in emergency situations. A specific need of this system is a method for providing motorists with information on how to get access to the medical response network in an emergency.

Although many of the States have developed and are utilizing various highway signs to advise motorists of access points to the emergency medical response network, these signs are inconsistent, and no design criteria have been established. An access point to the EMS system may include a nearby mobile emergency medical unit or hospital, a public telephone with the numbers for emergency services posted, or a Citizens Band radio channel that is monitored by local emergency units.

In recognition of this problem, the National Highway Traffic Safety Administration (NHTSA) has developed a "Star of Life" design and has requested an amendment to the MUTCD to designate this design as the standard symbol for signs providing information for access to the EMS system. The symbol consists of a stylized, six-pointed star with the snake symbol associated with the medical profession.

The Subcommittee on Signs of the former NACUTCD previously reviewed this request and recommended that experimentation be performed with the symbol before final action was taken. An experimental project was recently conducted by Pabon, Sims, Smith and Associates, Inc.

The final report on the experiment, entitled "Emergency Medical Services Highway Sign Evaluation" (1980) recommended adoption of the symbol proposed by the NHTSA for providing notice of access to the EMS system.

(g) Request II–48 (Chng.) Application of Warrants for STOP Signs

Unwarranted STOP signs inconvenience motorists and contribute to the waste of fuels. A research report entitled "Energy, Air Pollution, Delay and Safety Evaluation of Nonsignalized Control at Low Volume Intersections," Purdue University, 1977,[4] has shown that substantial amounts of fuel can be saved as a result of less restrictive State, county and municipal STOP sign policies. The MUTCD provides general warrants (conditions) for the use of STOP signs. However, the FHWA believes that application of these warrants and public pressures have resulted in a proliferation of unnecessary STOP signs, and is considering revising Section 2B–5 of the MUTCD by adding the following to the end of paragraph 1:

"Prior to the application of these warrants consideration should be given to less restrictive measures, such as the YIELD sign (2B–7) where a full stop is not necessary at all times. Similarly, existing installations should be reviewed periodically to determine whether, because of changed conditions, the use of a less restrictive control could accommodate traffic demands safely and more efficiently."

(h) Request II–50 (Chng.) Mandatory Use of No Passing Zone Pennant Sign (W14–3)

This request from a private individual proposes that the No Passing Zone pennant sign be required for use on all appropriate highways in the United States.

Presently, the MUTCD only recommends the use of the No Passing Zone sign on two-lane roads to warn of the beginning of a no passing zone identified by either conventional pavement markings (solid yellow line) or DO NOT PASS signs or both. The No Passing Zone sign is placed on the left side of the roadway at the beginning of the no passing zones because a sign so placed is in the best position to be seen by drivers about to pass. The No Passing Zone sign provides additional advance notification of the beginning of the no passing zone beyond that which can be provided by standard pavement markings and DO NOT PASS signs. This is especially true during periods of wet pavement, snow or nighttime conditions.

Presently, 16 States have officially adopted the No Passing Zone pennant sign for use on a statewide basis and 18 other States use it at selected locations. This random use can create uncertainty on the part of motorists traveling among several States.

In a somewhat related matter, testing is being conducted in three States on a pavement marking system in advance of no passing zones. These markings are designed to assist the motorist in identifying the approach to, and the beginning of, the no passing zone. In addition to testing the pavement marking system, data are being collected on the use of the pennant sign alone and on a combination of the pennant sign and pavement marking system.

(i) Request II–51 (Chng.) Additional Warrant for Multiway STOP Signs

Sections 2B–6 of the MUTCD specifies three warrants or conditions where the installation of multiway STOP signs may be useful as a traffic safety measure. The Pennsylvania Department of Transportation has requested the addition of a fourth warrant based on a combination of traffic volume and minimum sight distances at an intersection.

This warrant would permit the installation of multiway stops when the traffic volume on either of the roadways is over 400 vehicles per day and the minor roadway driver has a sight distance less than 10 times the speed limit of the major roadway.

2. MARKINGS (PART III)

(a) Request III–10 (Chng.) Lane Drop Marking

"Lane drop" describes a situation on a freeway or expressway along the approach to an interchange where the lane does not continue through the interchange, but becomes part of the exit ramp system. Vehicles staying in a dropped lane will automatically exit at the interchange. The California Department of Transportation (CALTRANS) found that lane drops may present a traffic operational problem and developed a special pavement marking pattern to help motorists to identify these locations. The pattern consists of 8-inch wide by 3-foot long white stripes separated by 12-foot gaps. In addition, an 8-inch wide solid white stripe is used for approximately 300 feet in advance of the exit to discourage last minute lane changes. The CALTRANS requested a change in the MUTCD to adopt this pattern as a national standard. The MUTCD provides that pavement marking stripes shall be from

[2] & [3] Emergency Medical Services Highway Sign Evaluation, 1980; Pabon, Sims, Smith and Associates, Inc. Available for inspection and copying at the Federal Highway Administration, Office of Traffic Operations, Room 3419, 400 Seventh Street, SW, Washington, D.C. 20590.

[4] Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

4 to 6 inches wide for a normal width line or from 8 to 12 inches wide for a double width line. It also recommends that broken line stripes should be formed with segments of stripes and gaps in the ratio of 3 to 1, with 10 feet recommended as the normal segment length. However, the MUTCD provides that other dimensions in this ratio may be used as best suits traffic speeds and need for delineation. Dotted lines with segments normally 2 feet long and gaps normally 4 feet long or longer are also provided for in the MUTCD.

The Subcommittee on Markings of the NACUTCD reviewed this request together with the results of a survey of current practices for lane drop markings [5] provided by the FHWA. The survey showed a consistent application of lane drop markings among the States.

The subcommittee advised that a change in the MUTCD is not needed to accommodate the California marking system and that the request should be approved as an interpretation to permit the use of the CALTRANS practice.

(b) Request III–20 (Chng.) Pavement Markings for a Standardized System of Highway Speed Control

Standard highway pavement markings are used to delineate travel lanes, the edges of the roadway, obstructions, crosswalks, stop lines and various other traffic needs. The MUTCD has no provisions for indicating speed limits with pavement markings. This request from a private individual suggests that line continuity (broken or solid lines) and color (white or yellow) should be used to indicate legal speed limits, in addition to their present functions. For example, a broken yellow line could indicate a speed limit of 15 to 25 miles per hour while a solid white line could represent a 45 to 55 mile per hour speed limit. Under the present system, line continuity is used to indicate permissive or restrictive conditions for such maneuvers as lane changing and passing. Line color is used to indicate the direction of the flow of traffic, that is, vehicles on opposite sides of yellow lines are traveling in opposite directions. Vehicles on opposite sides of white lines are traveling in the same direction.

(c) Request III–21 (Chng.) Lateral Placement of Delineators

Delineators are small reflectorized devices mounted in a series at the side of the roadway. They provide advance guidance to motorists at night by indicating the alignment of the road. The MUTCD requires that delineators be placed not less than 2 feet or more than 6 feet outside the outer edge of the shoulder. The State of Idaho Transportation Department (ITD) reports that there is extensive damage to delineators on its narrower highways by farm equipment, vehicles with wide loads, and by winter maintenance activities. The ITD also notes that a small increase in the lateral offset of delineators will substantially reduce the damage to delineators without materially reducing their effectiveness. The ITD requested that the lateral placement requirement of the MUTCD either be: (1) changed from a requirement to a recommendation or (2) be changed to require placement from 2 feet to 8 feet outside the outer edge of the shoulder.

3. SIGNALS (PART IV)

Request IV–21 (Chng.) Required Location of Traffic Signals

This request from the Montgomery County, Maryland, Department of Transportation is for a change in the requirement that a supplemental near-side traffic signal indication shall be provided when the nearest signal face is more than 120 feet beyond the stop line. Specifically, the proposal would revise the following sections in the MUTCD:

(1) Section 4B–8—to provide for the use of a 12-inch lens for signals located more than 120 feet from the stop line.

(2) Section 4B–12—to eliminate the mandatory provision requiring a near-side signal indication when the nearest signal face is more than 120 feet beyond the stop line and to permit engineering judgment to prevail in such cases.

4. TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS (PART VI)

(a) Request VI–2 (Chng.) Minimum Reflectivity Requirements

The MUTCD requires the reflectorization of vertical panels, drums and barricades and the illumination or reflectorization of all signs and cones used at night in work zones. Reflectivity intensity values for these devices are not specified in the MUTCD. This request, originated within the FHWA, is for an amendment to the MUTCD to specify minimum standards for the level of reflectivity. The request suggests that numerical standards, such as those provided for reflective sheeting in "FP–79 Standard Specifications for the Construction of Roads and Bridges on Federal Highway Projects" [6] should be considered for use.

This request was previosuly reviewed by the Subcommittee on Construction and Maintenance of the NACUTCD which found that most States use Type II or better reflective sheeting. Since there was insufficient supporting data for the request, it was tabled with the recommendation that the existing wording in Part VI–C be retained.

The FHWA is interested in receiving comments on this subject. Specifically, comments are requested on the FHWA's suggestion that the initial minimum reflectivity intensity values for reflective sheeting materials used in construction and maintenance work zones be those specified for Type III sheeting as found in the FP–79. See following table.

[5] Use of Raised Pavement Markers/Lane Drop Signs and Markings, 1978, FHWA. Available for inspection and copying at the Federal Highway Administration, Office of Traffic Operations, Room 3419, 400 Seventh Street, SW., Washington, D.C. 20590.

[6] Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

Minimum Specific Intensity Per Unit Area (SIA) (Candelas Per Footcandle Per Square foot) Type III Sheeting

Observation angle (degrees)	Entrance angle (degrees)	White	Red	Orange	Yellow	Green	Blue
A—Glass Bead Retro-Reflective Element Material							
0.2	−4	250	45	100	170	45	20.0
.2	+30	150	25	60	100	25	11.0
.5	−4	95	15	30	62	15	7.5
.5	+30	65	10	25	45	10	5.0
B—Prismatic Retro-Reflective Element Material							
0.2	−4	250	45.0	100	170	45.0	20.0
.2	+30	95	13.3	26	64	11.4	7.6
.5	−4	200	28.0	56	136	24.0	18.0
.5	+30	65	10.0	25	45	10.0	5.0

NOTE.—Type III sheeting is of a higher intensity than the reflective sheeting commonly referred to as "engineering grade."

(b) Request VI–6 (Chng.) Detour Design Criteria

This request, which originated within the FHWA, is for an amendment to the MUTCD to include the following design criteria for detours:

(1) If possible, detours should be constructed to be compatible with the posted speed limit of the roadway entering the work zone. Detour design speeds should not be more than 10 m.p.h. below the speed limit of the entering road.

(2) Where a reduction in speed greater than 10 m.p.h. is unavoidable, the transition to the lower speed shall be made in appropriately timed steps of not more than 10 m.p.h. per step.

(3) Where severe speed reductions are necessary: (a) police or flaggers shall be used in addition to advance signing, and (b) the conditions requiring the severe speed reduction shall be alleviated as soon as possible.

A research project entitled "FHWA–RD–77–80 Accident and Speed Studies in Construction Zones," June 1977,[7] shows that adherence to proper standards and practices can prevent higher traffic accident rates during construction and that reduced speed zones experience more traffic conflicts, higher increases in accident rates and, in rural areas, do not significantly reduce actual vehicle speeds.

The Subcommittee on Construction and Maintenance of the NACUTCD reviewed a modified version of this request which did not include any mandatory provisions. The subcommittee voted to deny the request and recommended that the design criteria be included as recommended practice in "Work Zone Traffic Control, Standards and Guidelines"[8] published by the FHWA.

(c) Request VI–7 (Chng.) Maintained Visibility Level for Channelizing Devices

This request, which originated within the FHWA, is for an amendment to the MUTCD to require that barricades, vertical panels, drums, and cones be installed and maintained so as to be visible at night under normal atmospheric conditions from a minimum distance of 900 feet when illuminated by the low beams of standard automobile headlights. Specific wording regarding reflectorization or illumination, as appropriate, would be added to Sections 6C–3, 5, 6, and 8 of the MUTCD. The MUTCD presently requires illumination or reflectorization with a material having a smooth, sealed outer surface, but has no requirement for the level of reflectorization.

Research Report No. FHWA 78–143, "Visibility Requirements of Work Zone Traffic Control Devices" (1978)[9] recommended that the requested change be incorporated into the MUTCD.

The Subcommittee for Construction and Maintenance of the NACUTCD reviewed this request and recommended against adoption because other research currently underway may provide additional information on the subject. The subcommittee noted the potential difficulty in verifying the proposed visibility requirements at work sites and, recognizing the interrelationship of this request with Request VI–2 (Chng.) Minimum Reflectivity Requirements, recommended further study.

Until such time as further research is completed, analyzed and formulated into specific reflective values for inclusion in the MUTCD, the FHWA is requesting comments on the use of the foregoing visibility level as an interim requirement for work zone traffic control devices.

(d) Request VI–17 (Chng.) Simulated Drums

The MUTCD permits the use of cylindrical drums of certain specified sizes as channeling devices in work zones. At least two State highway agencies have developed and are using flat, rectangular, reflectorized panels meeting the height and width requirements for drums and having horizontal, alternating orange and white stripes, which meet the width requirements for stripes on drums. These panels are, in effect, simulated drums. This request, which originated within the FHWA, is for an amendment to the MUTCD permitting the use of these simulated drums as an alternative to standard channelizing devices.

(e) Request VI–18 (Chng.) Standards for Flashing and Steady Burn Warning Lights

The Institute of Transportation Engineers (ITE) and American Traffic Services Association (ATSA) have jointly proposed changes to Part IV of the MUTCD.

The ITE Standard for flashing and Steady Burn Warning Lights is included in Section 6E–5 of the MUTCD. Since February 1978, when ITE published a Tentative Revised Standard on Barricade Warning Lights, there has been considerable concern whether the standard in the MUTCD is intended to be a purchase specification or a field performance standard. Other concerns were based on the testing for conformance with the standards and potential liability problems. Based on these concerns, both ITE and ATSA agreed there was a need for both purchase specifications and performance specifications. A purchase specification guarantees the buyer a minimum level of quality for a product. A performance specification provides a means of ensuring that the device in the field meets the motorists' needs.

These organizations are proposing that the current ITE standard be converted to purchase specification. Specifically, Section 6E–5 would be modified to reference the ITE Purchase Specification for Flashing and Steady Burn Warning Lights and Table VI–2 would be deleted. The ITE/ATSA are also proposing additional changes to include minimum field performance requirements for warning lights in the MUTCD. Conformance to these minimum field performance requirements can be determined in the field without the aid of sophisticated instrumentation. Specifically, it is proposed that the standards for Type A and Type C lights be revised to include the following performance specification: "They shall be maintained so as to be capable of being visible on a clear night from a distance of 3000 feet." For Type B lights the following revision is proposed: "They shall be maintained so as to be capable of being visible on a sunny day from a distance of 1000 feet."

5. TRAFFIC CONTROL SYSTEMS FOR RAILROAD-HIGHWAY GRADE CROSSINGS (PART VIII)

(a) Request VIII–6 (Chng.) Details on Railroad Bells

The MUTCD permits the use of bells at railroad-highway grade crossings. The standards currently used for railroad bells are those developed and endorsed by the Association of American Railroads. This request, from a private individual, is for the addition to the MUTCD of specifications for the use of bells, such as their starting and stopping time, and loudness.

(b) Request VIII–7 (Chng.) Required Use of Crossbucks on Bikeways

The MUTCD requires as a minimum one crossbuck sign on each roadway approach to a grade crossing but not on

[7] Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

[8] Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

[9] Available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

bikeway approaches. This request, which originated within the FHWA, is for an amendment to the MUTCD to require at least one crossbuck sign on each bikeway approach to a grade crossing.

The Railroad Grade Crossing Subcommittee of the NACUTCD reviewed this request and recommended only to revise Figure 9–6 of the MUTCD to show the crossbuck sign and to remove the advance warning sign and some pavement markings from the figure. If adopted, this recommendation could require the addition of explanatory text to the MUTCD.

(c) Request VIII–8 (Chng.) Modification of the Railroad Crossing Pavement Marking Symbol

The standard pavement marking symbol for use at railroad-highway grade crossings consists of a large X between the letters RR which are of a smaller size and placed to the left and right of the cross point. This request, which originated within the FHWA, is for an amendment to the MUTCD to eliminate the use of the letters RR from the symbol.

The FHWA believes that the apparent need for the letters RR has diminished and that it could be easier and less costly to maintain these markings if the letters were eliminated. The proposed revised symbol is presently in use in Canada.

This advance notice of proposed amendments to the MUTCD is issued under the authority of 23 U.S.C. 109(d), 315, and 402(a), and the delegation of authority in 49 CFR 1.48(b).

Note.—The Federal Highway Administration has determined that this document does not contain a significant proposal according to the criteria established by the Department of Transportation pursuant to Executive Order 12044. Due to the preliminary nature of this inquiry, a regulatory evaluation has not been prepared at this time.

Issued on June 16, 1980.

L. P. Lamm,

Executive Director.

[FR Doc. 80–18557 Filed 6–18–80; 8:45 am]

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